

SENATE MANGLES TRANSIT BILL

Eliminates Clause Providing for Possible Operation of New Subways Independent of Merger.

Amendment Offered by Senator Grady Carried Despite Violent Opposition—
Measure's Fate in Balance.

[SPECIAL DISPATCH TO THE HERALD.]
ALBANY, N. Y., Wednesday.—Striking demonstration of the influence of the Pullman-Royden syndicate in the Legislature was given to-day when one of the most important features of the Elsdorp rapid-transit bill was stricken out of the measure. The clause which was eliminated provided that all new subways built should be laid out in such a manner that they might be operated as a system independently of the traction lines controlled by the merger.

New lines of subway were projected and formally decided upon by the Rapid Transit Commission in the summer of 1902, before the merger was limited. At that time these new lines were projected as a part of the "Commonwealth" already in operation and were intended to merge with the

section with it. Many of them, like the Lexington avenue line, which is the next to be completed, will be required to connect with the present main subway.

In the fear that these new lines would be operated at a loss, the city corporation to operate them at a profit, the framers of the Elsborg bill inserted the provision that the city should construct roads constructed for and at the expense of such city after this section takes effect. The bill also provided that the city or its or their most favorable and profitable operation independent of any transportation line or lines then operating, constructed or to be constructed, should be operated for and on behalf of such city, but also with a view to such connections and such co-ordination with other lines (if otherwise) and to such co-ordination with said lines and with other transit facilities and terminals as shall best subserve the public interest.

MEMORIAL IN CONJUNCTION

This was intended to insure competition when the new lines were built. Senator Grady moved that the clause be stricken from the bill, and the amendment was passed. He said that the amendment was favored by the counsel for the Rapid Transit Co. and that the amendment was based on the ground that if the clause was permitted to remain in the bill it might result in the construction of a number of the routes that have been laid out and that a long delay would result.

Senator Elsborg said that the bill had been passed by a vote of two and a half months and that the amendment proposed by Senator Grady had never been taken up.

"I accepted all the amendments offered," he said, on the promise that they would satisfy the opposition to the bill. "I believe that the bill will be passed and that they will go far to prevent the people of the city from getting what they want."

During the next year have been the

out and approved. The city is criss crossed with routes. We have a monopoly, and the city is at the mercy of the merger. The new lines that are to be built must be susceptible of independent operation or the bill will be rendered useless.

BOY FIGHT FOR VOTES.

Not even when the eighty cent gas bill was defeated last year was there such a

open and active campaign on the floor for votes.

These are the Senators who voted for the Grady amendment—Allis, Barnes, Burr, Candler, Cobb, Coggeshall, Cooper, Cord's, Davis, Fancher, Fechter, Gardner, Goodsell, D'Hommedieu, Malby, Prime, Raines, Smith and Wilcox. Democrats—Cullen, Fitzgerald, Grady, Hasenflug, Martin, McCarren. Total, 26.

Senators voting against the amendment were—Brace, Burr, Candler, Coggeshall, Elberg, Gates, Hill, Hinman, Lewis, McEwen, Price, Stacey, Stevens, Tully.

Yarnick and White, Democrats; Foley, Frawley, Hawkins, Keenan, Kahoe, Marks, Quinn and Riordan—total 22. Although the amendment was carried by a bare majority of the Senate, it was evident on the roll call that at least six more votes might have been had for it if they had been needed. The character of the vote and some of the friends of the bill reached back to 1911, when it was defeated on its first passage.

NO MONEY FOR RESERVE GUNS
Secretary Bonaparte's Recommendations Not Favorably Considered

by the House Committee.
HERALD BUREAU, 1
No. 734 FIFTEENTH STREET, N. W., 1
WASHINGTON, D. C. Wednesday, 1
The Secretary of the Navy went over the
naval bill with the House Naval Affairs
Committee to-day. At certain points his
requests conflicted with the trend of sentiment.

ment in the committee. One of the concerned appropriations for reserve guns. As the total of departmental estimates was above \$118,000,000, and it is not considered advisable in the present condition of the national revenues to permit a naval budget much in excess of \$100,000,000, the item for reserve guns quickly fell into disfavor.

Mr. Bonaparte placed himself on record as favoring the construction of three new

dry docks for the navy. One of these, he believes, should be a floating dry dock to be located in Chesapeake Bay below Baltimore. The other two dry docks, Mr. Bonaparte believes, should be located respectively at the Puget Sound Navy Yard at Bremerton, Wash., and at the Pensacola, Fla., Navy Yard. These three docks will cost \$1,250,000.

WEAKNESS IN THE OREGON.

Battle Ship, Ordered Home for Repairs, Cannot Use 13-Inch Guns Except in Great Necessity.

HONOLULU, Wednesday.—The battle ship

Oregon, which is returning to Bremerton for repairs, has arrived here from the Orient. It is reported that a structural weakness has developed under the use of her heavy guns. For some time, it is understood, there has been an order not to use the 13-inch guns except in case of dire necessity. The Oregon will probably sail for San Francisco on March 25.

One of the Oregon's Keel Plates Damaged While in the Orient.

WASHINGTON, D. C., Wednesday.—One of the keel plates of the Oregon was found to be somewhat distorted six or eight months ago. Orders were given at that time not to fire the big guns of the vessel. She is on her way home for a general overhaul.

hauling and thorough repair. No reports have reached the ordnance officers of any weakness to the gunmounts on the battle ship.

HAZING BILL IS REPORTED.

Measure Prepared by the Vreeland

Committee Is More Drastic
Than Predicted.

HERALD BUREAU,
No. 734 FIFTEENTH STREET, N. W.,
WASHINGTON, D. C., Wednesday.

More drastic even than was expected is
the hazing bill ordered favorably reported
to the House today.

The act further provides that it shall be the duty of all officers and teachers at Annapolis to report to the superintendent any fact tending to show violation of this anti-hazing act, and any officer or instructor failing to do this shall be dismissed from the service.